

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various parking and traffic modifications on Harrison Street between First Street and The Embarcadero to enhance the safety and comfort of pedestrians in the Rincon Hill neighborhood.



SUMMARY:

- The Harrison Streetscape Project is consistent with the recommendations of the Rincon Hill Plan to improve the pedestrian experience of people walking in the neighborhood.
- The Project was developed in accordance with the Rincon Hill Streetscape Master Plan, which provides specific guidelines to implement the vision established in the Rincon Hill Plan.
- The Planning Department conducted an extensive community process, including numerous community meetings and workshops.
- Measures such as bulb-outs and sidewalk widening within the project area are meant to improve pedestrian safety and comfort.
- The proposal removes 29 parking spaces along Harrison Street and cross streets.
- The Project is entirely funded through development impact fees through the Rincon Hill Plan.

ENCLOSURES:

1. SFMTAB Resolution
2. http://sfmea.sfplanning.org/2007.1238E_FMND.pdf (CEQA Clearance)
3. http://208.121.200.84/ftp/meetingarchive/planning_dept/sf-planning.org/ftp/files/Commission/cpcpackets/2007.1238emrtu.pdf (CEQA Findings, Planning Commission Resolution)

APPROVALS:

	DATE
DIRECTOR 	<u>1/8/2018</u>
SECRETARY 	<u>1/8/2018</u>

ASSIGNED SFMTAB CALENDAR DATE: January 16, 2018

PAGE 2.

PURPOSE

Approving various parking and traffic modifications on Harrison Street between First Street and The Embarcadero to enhance the safety and comfort of pedestrians in the Rincon Hill neighborhood.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goal and Objectives:

- Goal 1 – Create a safer transportation experience for everyone, and
Objective 1.3: Improve the safety of the transportation system.
- Goal 2 – Make transit, walking, bicycling, taxi, ridesharing and car sharing the most attractive and preferred means of travel.
Objective 2.3: Increase use of all non-private auto modes.

This action supports the following Transit First Policy principles:

2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

DESCRIPTION

The Harrison Streetscape Project is an outcome of the community planning process for the Rincon Hill Plan, and reflects the neighborhood desire for pedestrian safety improvements and a more pedestrian friendly street. In addition, this project supports the City's Vision Zero goal of eliminating traffic fatalities in San Francisco. Harrison Street is part of the city's High Injury Network (i.e., the 13 percent of streets accounting for 75 percent of traffic injuries), with four reported pedestrian-related injury collisions in the last five years.

Harrison Street is currently an 82.5 feet wide roadway with parallel curbside parking on both sides. There are three traffic lanes westbound and one traffic lane eastbound. The sidewalk is eight feet wide while the existing curbside traffic lanes along the corridor range in width from 18 to 22 feet which includes a six foot wide parking lane.

The Project scope includes streetscape improvements by San Francisco Public Works (SFPW) that are outside of the jurisdiction of SFMTA, as well as SFMTA staff recommendations. A description of the non-SFMTA project elements is included here for reference.

PAGE 3.

Improvements by Public Works

This Project proposes extensive sidewalk widening and corner bulb-outs at intersections wherever feasible. Sidewalks will generally be widened from eight to 12 feet, and will be widened to 18 feet on the Harrison Street bridge over Beale Street.

The new intersection bulb-outs will have accessible curb ramps and vary in width from four to six feet along the corridor. The exception is the southwest corner of Harrison Street/Spear Street, which will have a 15 foot wide bulb. The bulb-outs will improve pedestrian safety and comfort by reducing the crossing distance and increasing visibility of pedestrians at the intersections.

Improvements by SFMTA

SFMTA staff proposes narrowing the curbside traffic lanes to approximately 18 feet wide including a seven foot parking lane. The two curbside westbound lanes between First Street and The Embarcadero will range between 10 to 11 feet wide. The traffic signals at Harrison Street/Main Street and Harrison Street/Spear Street will be upgraded with new poles, foundations and signal equipment to increase reliability. Two poles at Harrison Street/Fremont Street will be relocated and upgraded to improve visibility to drivers. Other signal work includes upgrading signal heads to increase visibility of the signals and installation of audible pedestrian signals (APS) to help pedestrians with vision impairments safely cross the streets.

Due to the sidewalk widening and construction of the bulb-outs, the project would remove approximately 29 parking spaces along Harrison Street and its cross streets. This includes 21 parking spaces on Harrison Street, four on Spear Street, three on Main Street, and one on Fremont Street. Work will occur in the city ROW and within the portions of Caltrans ROW at the intersection of Harrison Street with First and Fremont Streets.

The Harrison Streetscape Project requires the following parking and traffic modifications:

- A. ESTABLISH - NO STOPPING ANYTIME – Harrison Street, south side, from The Embarcadero to 22 feet westerly; and Harrison Street, north side, from The Embarcadero to 37 feet westerly; and Harrison Street, north side, from Spear Street to 33 feet westerly; and Harrison Street, north side, from Spear Street to 21 feet easterly, and Harrison Street, south side, from Spear Street to 33 feet westerly; and Spear Street, west side, from Harrison Street to 41 feet southerly; and Spear Street, east side, from Harrison Street to 33 feet southerly; and Harrison Street, north side, from Main Street to 37 feet easterly; and Harrison Street, south side, from Main Street to 30 feet easterly; and Main Street, west side, from Harrison Street to 24 feet southerly; and Main Street, east side, from Harrison Street to 45 feet northerly; and Harrison Street, north side, from 259 feet west of Main Street to 163 feet westerly; and Harrison Street, south side, from 259 feet west of Main Street to 163 feet westerly; and Harrison Street, north side, from Fremont Street to 33 feet westerly; and Fremont Street, west side, from 33 feet north of Harrison Street to 42 feet northerly; and Harrison Street, north side, from 1st Street to 111 feet easterly.

PAGE 4.

- B. RESCIND - BLUE ZONE - Harrison Street, south side, from Spear Street to 24 feet easterly; and Main Street, east side, from Harrison Street to 25 feet northerly.
- C. ESTABLISH - BLUE ZONE - Spear Street, from 42 feet south of Harrison Street to 25 feet southerly; and Main Street, east side, from 40 feet north of Harrison Street to 25 feet northerly.

STAKEHOLDER ENGAGEMENT

The Planning Department conducted an extensive community outreach process, including numerous community meetings and workshops. The first meeting was held on July 19, 2011 during development of the Rincon Hill Plan which the Rincon Hill Streetscape Master Plan was based on. Public Works and the Planning Department held a joint meeting on May 13, 2015 to update the community on the Harrison and Fremont Streetscape Projects and to further refine community priorities for the streetscape projects in Rincon Hill. Another community update meeting on these projects was conducted on October 5, 2016. At the last of these three meetings, parking removal was discussed as a potential issue for the neighborhood. However, attendees did not consider parking as important as increasing pedestrian safety along and crossing Harrison Street. In addition, the SFMTA, San Francisco Public Works and the Planning Department worked with the new East Cut Community Benefit District to get their approval on the project.

The proposed parking changes were on the SFMTA Public Hearing agenda on August 4, 2017. Postings were placed along the Harrison Street corridor detailing the parking changes. No public comments were received at the public hearing.

ALTERNATIVES CONSIDERED

The Rincon Hill Streetscape Master Plan called for 15 foot long bulb-outs at every corner along Harrison Street. The project will include all corner bulb-outs that were feasible given the vehicle turns needed for fire and large trucks. Additionally, at the southwest corner at Spear Street, there will be a large bulb-out into Spear Street that will match the width of the wide “living street” sidewalk on the north side of the intersection.

On the Harrison Street bridge over Beale Street, the project will widen the sidewalk an additional six feet to allow for a place for people walking to pause and take in views of the Bay Bridge and Transbay Terminal.

FUNDING IMPACT

The Project is entirely funded through development impact fees through the Rincon Hill Plan. The total project cost \$12.5 million.

ENVIRONMENTAL REVIEW

The proposed Harrison Streetscape Project is subject to the California Environmental Quality Act

PAGE 5.

(CEQA). On November 1, 2017, the San Francisco Planning Department determined that the proposed Harrison Streetscape Project is within the scope of the Better Streets Plan Final Mitigated Negative Declaration (FMND, Case No. 2007.1238E) as adopted by the Planning Department on September 15, 2010, and that the proposal would not require the preparation of a subsequent negative declaration under CEQA Guidelines section 15162. On October 28, 2010, the Planning Commission in Resolution No. 18211, adopted CEQA findings and a Mitigation Monitoring and Reporting Program (MMRP) associated with the Better Streets Plan. The SFMTA Board of Directors adopts these findings as its own, including the mitigation measures applicable to the proposed Harrison Streetscape Project, M-Cul-1: Archeological Resources – Accidental Discovery and M-Bio-1: Biological Resources – Nesting Birds; the SFMTA Board of Directors adopts these mitigation measures as conditions of this approval.

A copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this report. No other approvals are necessary.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve parking and traffic modifications, as set forth in Items A through C above, associated with the Harrison Streetscape Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Planning Department, San Francisco Public Works and the San Francisco Municipal Transportation Agency (SFMTA) are the project sponsors of the Harrison Streetscape Project (Project) with the goal of improving pedestrian safety on Harrison Street for pedestrians; and,

WHEREAS, Harrison Street between First Street and The Embarcadero is designated a High Injury Corridor by the San Francisco Department of Public Health and the Project supports the City's Vision Zero Goal of eliminating all traffic fatalities in San Francisco; and,

WHEREAS, The SFMTA, San Francisco Planning Department and San Francisco Public Works conducted a comprehensive public outreach process for the Project, including presentations at three community meetings and meeting with neighborhood groups; and,

WHEREAS, SFMTA staff have proposed the following parking and traffic modifications associated with the Project:

- A. ESTABLISH - NO STOPPING ANYTIME – Harrison Street, south side, from The Embarcadero to 22 feet westerly; and Harrison Street, north side, from The Embarcadero to 37 feet westerly; and Harrison Street, north side, from Spear Street to 33 feet westerly; and Harrison Street, north side, from Spear Street to 21 feet easterly, and Harrison Street, south side, from Spear Street to 33 feet westerly; and Spear Street, west side, from Harrison Street to 41 feet southerly; and Spear Street, east side, from Harrison Street to 33 feet southerly; and Harrison Street, north side, from Main Street to 37 feet easterly; and Harrison Street, south side, from Main Street to 30 feet easterly; and Main Street, west side, from Harrison Street to 24 feet southerly; and Main Street, east side, from Harrison Street to 45 feet northerly; and Harrison Street, north side, from 259 feet west of Main Street to 163 feet westerly; and Harrison Street, south side, from 259 feet west of Main Street to 163 feet westerly; and Harrison Street, north side, from Fremont Street to 33 feet westerly; and Fremont Street, west side, from 33 feet north of Harrison Street to 42 feet northerly; and Harrison Street, north side, from 1st Street to 111 feet easterly.
- B. RESCIND - BLUE ZONE - Harrison Street, south side, from Spear Street to 24 feet easterly; and Main Street, east side, from Harrison Street to 25 feet northerly.
- C. ESTABLISH - BLUE ZONE - Spear Street, from 42 feet south of Harrison Street to 25 feet southerly; and Main Street, east side, from 40 feet north of Harrison Street to 25 feet northerly.

WHEREAS, The proposed Project is subject to the California Environmental Quality Act (CEQA); On September 15, 2010, the San Francisco Planning Department adopted the Better Streets Plan Final Mitigated Negative Declaration (Better Streets Plan FMND, Case No. 2007.1238E); On

PAGE 7.

October 28, 2010, the San Francisco Planning Commission adopted CEQA Findings and a Mitigation Monitoring and Reporting Program (MMRP) as part of Motion 18211; and,

WHEREAS, On November 1, 2017, the Planning Department determined that the proposed Project is within the scope of the Better Streets Plan FMND and that the Project would not require the preparation of a subsequent negative declaration under CEQA Guidelines Sections 15162 and 15168; and,

WHEREAS, A copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and,

WHEREAS, The SFMTA Board of Directors has reviewed the Better Streets Plan Final Mitigated Negative Declaration (FMND) and finds that since adoption of the FMND, no changes have occurred in the proposed project or in the circumstances under which the project would be implemented that would cause new significant impacts or a substantial increase in the severity of impacts identified and analyzed in the FMND, and that no new information has emerged that would materially change the analysis or conclusions set forth in the FMND; The actions approved herein would not necessitate implementation or additional or considerably different mitigation measures that those identified in the FMND; and,

WHEREAS, The public has been notified about the proposed modifications via three community meetings and other meetings with community groups has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, The SFMTA Board of Directors adopts these CEQA findings as its own, including the mitigation measures applicable to the proposed Harrison Streetscape Project, M-Cul-1: Archeological Resources – Accidental Discovery and M-Bio-1: Biological Resources – Nesting Birds; the SFMTA Board of Directors adopts these mitigation measures as conditions of this approval; a copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and, be it further

RESOLVED, That the SFMTA Board of Directors approves bicycle, parking and traffic modifications, as set forth in Items A-C above, associated with the Harrison Streetscape Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 16, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency